



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

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Local Safety Project Criteria for The American Recovery and Reinvestment Act (Stimulus)

Program Eligibility

**As Approved by FHWA and INDOT
March 26, 2009**

The following criteria apply to projects submitted by Metropolitan Planning Organization (MPOs) and Local Public Agencies (LPAs) only for the American Recovery and Reinvestment Act (ARRA) funding. FHWA and INDOT are providing an opportunity for funding Safety type projects as part of the ARRA. These projects can be on any public road and are not limited to the Federal-aid Highway System, although we encourage prioritizing their use on higher volume routes where the benefit will be greater to the public. These do not include routine maintenance activities, rather the addition or upgrading of safety countermeasures to the latest standards. Other safety projects not listed below, and that are typically eligible for federal Highway Safety Improvement Program (HSIP) funds, will go through INDOT'S standard project justification and selection process.

Project types eligible

- **Sign improvements for regulatory and warning signs, and object markers** – Upgrade to prismatic sheeting or better; replacement of damaged signs or markers; addition of signs or markers to meet Manual of Uniform Traffic Control Devices (MUTCD); bringing signs or markers to MUTCD standard for placement and height; and/or the addition of warning signs (e.g. curve ahead, chevrons, intersection ahead). Object markers are eligible for obstructions within the roadway and for roadway infrastructure objects within ten feet of the travel lane (e.g. piers, bridge abutments, headwalls), and should be designed to MUTCD chapter 3C standards. Sign replacement can also be added in conjunction with preventive maintenance (PM) projects (see separate pavement & bridge PM eligibility criteria for ARRA funds).
- **Horizontal Curve Treatments** – addition of warning signs, chevrons, pavement markings at curves with roadway departure crash history indicating at least one crash within the last three years, or at locations on the FHWA 5% report which can be found at <http://safety.fhwa.dot.gov/fivepercent/08in.htm>. Access to safety data is available by contacting INDOT's safety office (317)232-5337.
- **New or upgraded pavement markings, with particular focus at intersections, curves and railroad-highway crossings** – bring to MUTCD chapter 3B standards for roads with posted speeds of 40 miles per hour or greater. New and higher quality pavement markings can also be added in conjunction with PM projects (see separate pavement &

bridge PM eligibility criteria for ARRA funds). FHWA encourages a focus on higher volume and higher functional class roads.

- **Center line rumble stripes** – as a nationally proven countermeasure for reducing center line crossover crashes, FHWA is working to make these available along with pavement PM overlay projects (see separate pavement eligibility criteria for ARRA funds). The focus will be on rural two-lane roads with travel speeds of 50 mph or greater; or with greater than three center line crossover accidents within three years, or at locations on the FHWA 5% report. Projects proposing these will receive specific FHWA consideration and guidance. Contact FHWA at 317-226-7487 for additional guidance.
- **New Guardrail and/or Guardrail End Treatments** - upgraded to current standards (NCHRP 350). Upgraded GRETs can also be added in conjunction with PM projects.
- **Corridor Improvements** – an appropriate combination of the countermeasures above, plus possible addition of traffic signal backing plates. These would be applied to a corridor meeting the criteria above, or demonstrating need due to greater than three lane departure crashes within three years, or at locations on the FHWA 5% report. Contact FHWA at 317-226-7487 for additional guidance.

Note – Prior to approving funding INDOT must get an official Right of Way Certification from the LPA noting that no new right of way is needed for the project, and that the LPA has sufficient rights under state and Federal law/regulation to perform the proposed work. The “ARRA Right of Way certification (No new ROW needed)” form to be used can be downloaded from INDOT’s web site <http://www.in.gov/indot/div/projects/LPASection/stimulusPackage.htm>.

Based on this certification, INDOT will include a statement in the project file confirming no new right of way is needed.

Submittal information for eligibility

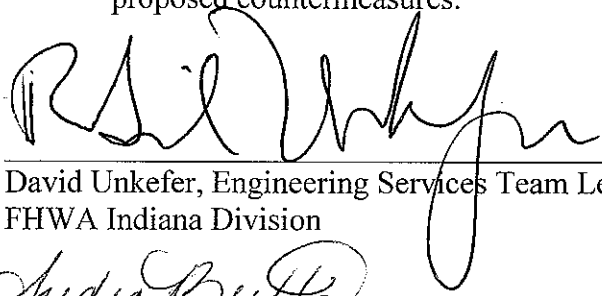
- Projects must be bid and contracted through INDOT.
- The requirement for benefit-cost justification is waived and replaced by the inspection/sampling report outlined below.
- Inspection/sampling report to include:
 1. Any crash data, or 5% report listing, as noted in criteria above.
 2. Representative color photographs and notes to show the proposed countermeasures are appropriate. At least an electronic copy of the report should also be submitted. Photos should be well labeled and, as much as possible, taken at clearly identifiable locations on the project so that follow up inspections can be done.
 - a. Upgrades/replacements - An inventory of existing signs or guardrail items can be used with photographs to substantiate the upgrade portion of the project scope. Where there is no sign inventory, the owner or their consultant should sample at least 10% of the system to estimate the project scope. Include at least five photographs representing various regulatory signs, and five to ten photographs representing warning signs, which are being proposed for repair or upgrade. For example, a county wanting to upgrade signs on its entire 500 mile system should sample 50 miles to make an estimate of the project scope. This approach should also be used for scoping the pavement marking upgrade portion of any project.
 - b. New items - For countermeasures proposed to be added, specific locations should be noted, including some type of plan view or map locations. Include at least four representative photographs for horizontal curve and for

intersection signs to be added attempting to demonstrate safety issues, such as site distance problems.

3. Narrative explaining how the proposed countermeasures meet the criteria above. For items to be replaced, include quantity, age and statement that they do not comply with the current MUTCD or NCHRP standard.
 4. Certified by a professional engineer.
 5. Environmental Documentation as required. New signs or guardrail will require a level 1 Categorical Exclusion (CE-1) with separate documentation. Certain project types will fall under the statewide programmatic Categorical Exclusion and a separate document will not be required. They are as follows:
 - Sign replacements and upgrades for regulatory and warning signs.
 - Horizontal Curve Treatments being replaced or upgraded.
 - Pavement Markings
 - Center line rumble stripes
 - Guardrail and/or Guardrail End Treatments Replacements
- Sample bid packages are currently being compiled and will be on the INDOT Economic Recovery website:
<http://www.in.gov/indot/div/projects/LPASection/stimulusPackage.htm> as they become available. Please see "Safety Project Submission Criteria" for further guidance regarding the sampling and procedures.

General notes:

- Within forty-five days of bid advertisement (NOT project award), the LPA must provide a construction document for all countermeasures to the winning contractor and INDOT. The LPA may be allowed an additional 15 days if approved in writing by INDOT. Notice to proceed should not be given until the construction plans are provided. Projects must be designed per the MUTCD or NCHRP 350.
- Prior to disposal of old signs or guardrail, INDOT and FHWA will be given the opportunity to inspect them. The LPA may request that the contractor return all materials to the LPA if this is allowed by state salvage regulations. The signs must be refurbished to current standards before being reused. Federal funds cannot pay to deliver salvaged materials off of the construction site.
- The LPA will be provided a complete sign inventory per their specifications before final construction payment is made. The inventory will provide the owner a record document for their asset management program. By accepting federal funds, and as outlined in the standard federal project agreement, the owner will be committing to maintenance of the items constructed.
- Inspections may be done by FHWA or INDOT at any time to affirm the eligibility of the proposed countermeasures.



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